



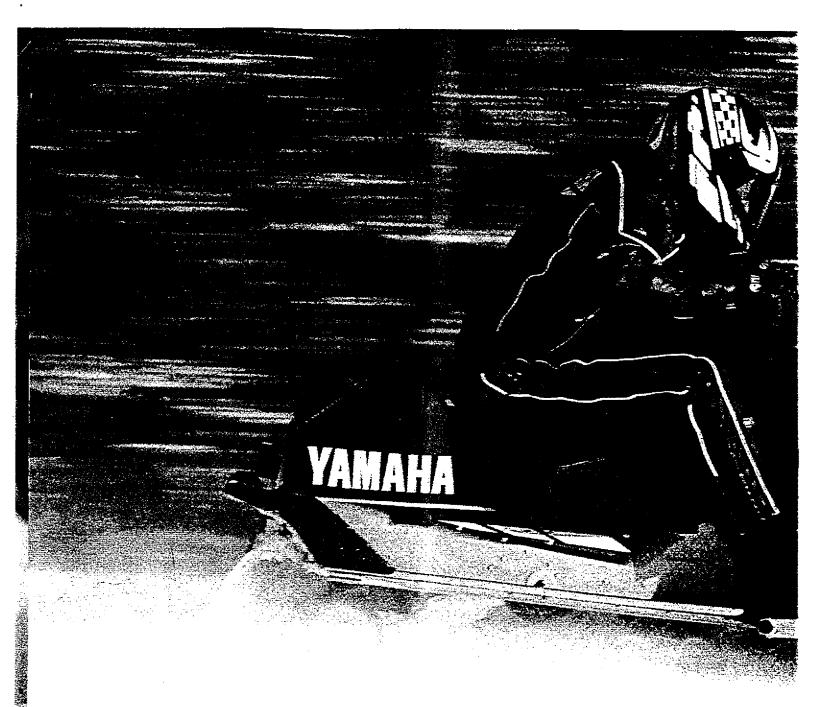
### WONDERLAND.

MOST

### YAMAHA GUBER BURGA DOCE

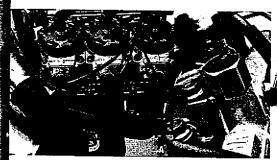
Passion. The one word that describes anybody who's ever thumbed the throttle of a Yamaha snowmobile. You're passionate, emotional, driven to getting the most out of every ounce of winter and its never-ending playground. And that means you want the best-performing, highest-quality snowmobiles on the snow—whether you're accelerating hard across a frozen lake, powering through wind-drifted bumps or high-marking your favorite back-country bowl. At Yamaha, we know exactly how you feel. And that's why for nearly 35 years, we've been building the industry's finest machines, equipped with revolutionary features like our patented, super-rigid ProAction System chassis. Self-cleaning, electronic power exhaust valves, 300-watt 360-degree digital ignition with TPS. Liquid-heated, flat-slide Mikuni carbs. And the exclusive ProAction Plus rear suspension system, just to name a few. Because as passionate snowmobilers ourselves, we want nothing but the highest level of both performance and reliability in our sleds. Just like you, Yamaha snowmobiles for 2002. The best just keeps getting better.

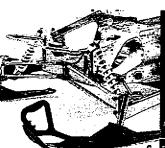




# BLINK AND YOU'LL MISS WISCONSIN.









Let's face it: When it comes to top performance snowmobiles, the SRX simply has no equals, Just ask any other machine unlucky enough to have gone up against it at the recent 2001 American Snowmobiler Shoot-

A The beauty is this heast: 700cc ei case-reed-industed, elestronic parmer valve-assister, triple-pipe muscle that recently set the all-time existent that Stack pearter-mile lines, bearing the Biblion singlenice twin and Biblics trials trials promotions at the 2001 American Supermobiler Short-Oct.

B And it the SRX's powerhand weren? aiready staggering casoch, this senson the triple-triple accesance acts as att-new Brinnetion Control System (U.C.S.) that selfaljusts ignitive timing for optimal firing in verying performance madities, Presides: preside power and reliability than ever before.

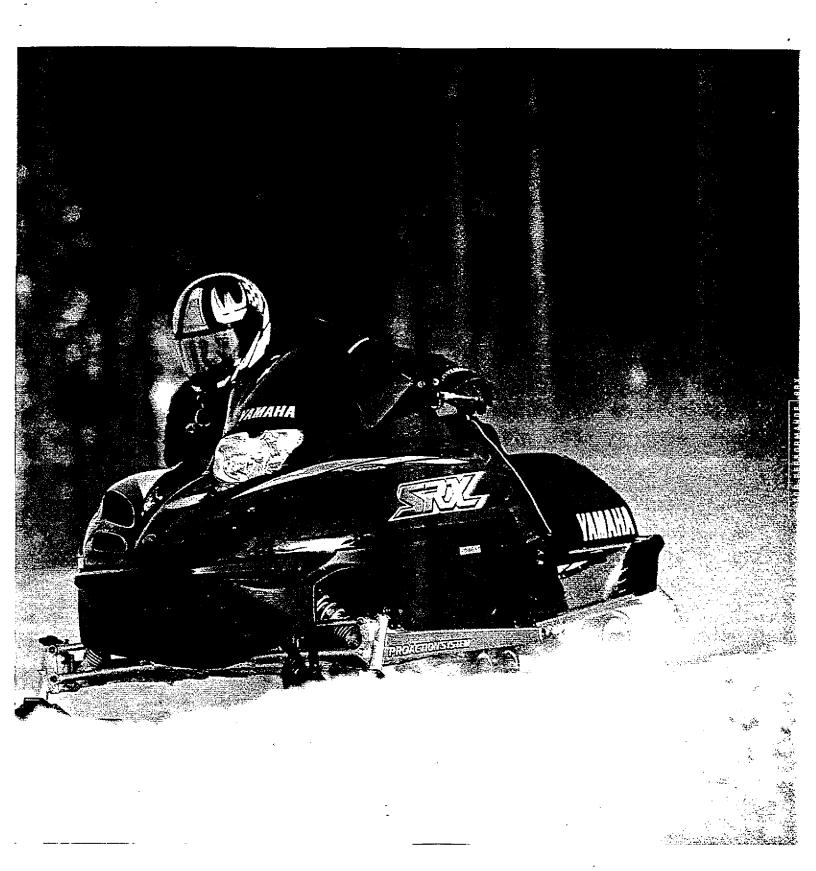
C While the SRX's high-speed previous is unchallenges, sa ton is its class-lending banding and cornering ability, Namics It its strong, fightweight characte, properties sespential collection and less to the grant

D Ge fest, look sharp: The Team Yourses hine texther jucket (lett) and Amer leather/hallistic sylve combs are the perfect racy day.

Out, where in the 10 years since this competition's debut, the SRX ran the quickest quarter-mile time ever. Yep, ever. Call it the speed demon extraordinaire, with one significant exception amongst the muscle sled set: The SRX also boasts the sort of superlative handling that gives most top-end trail machines a run for their money. First, though, let's cover the SRX engine, With even more muscle in 2002, this powerplant continues to lead the industry in state-of-the-art engine technology. Want proof? Check out our industry-first features such as triple high-flow, liquid-heated 33mm flat-slide Mikuni carbs. ultra-precise 300-watt digital CDI ignition, throttle position sensor (TPS). self-cleaning electronic power exhaust valves, and an all-new-for-2002 detonation sensor that utilizes Indy car technology to increase horsepower and improve upon our already legendary durability. Simply put, you won't find more ballistic acceleration anywhere. Add a featherweight ProAction Systemchassis, wide ski stance and state-of-the-art ProAction suspension with aluminum-bodied KYB gas shocks, and that makes the SRX, according to Snowmobile magazine. "THE BEST-HANDLING MULTI-PIPED SLED ON SNOW." NO wonder they crowned this bad boy their "2001 BEST OF CLASS." Might also explain why the competition has yet to figure out how to beat it.

"January 'D1 "'Best of Class: High-trasput Trudes





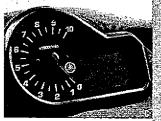
## MOGULS

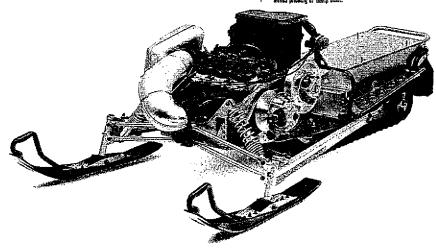
#### **MERCY?**

Looks pretty wicked just pictured here, doesn't it? imagine then how utterly ferocious it must be once you climb aboard and point it toward your nearest and preferably largest - collection of moguls. First, though, allow us to introduce the all-new SXViper. positively the nastiest big-bump sled ever created. Under a sleek, sculpted hood modeled after our mindbending open-class R1 sport bike lurks arguably the strongest 700cc single-pipe engine the industry has ever produced, armed with race-proven Yamaha technology like self-cleaning, electronic power exhaust valves, 300-watt digital CDI ignition with throttle position sensor, and forced air induction. Now picture this beast spooned into the lightest, most rigid chassis on snow. Add specially designed, long-travel suspension — featuring high-pressure gas shocks. multi-rate springs and an adjustable control rod front and back. Wrap it in an aggressive, lightweight track. And prepare to absolutely shred - faster and smoother than ever — the rough, the bumpy, the mogully to your heart's content. The all-new SXViper. Pound for pound, the most wicked big-bump sled in the industry. The moguls will never know what hit 'em.

- A Like its specify triple-wriple SRX stationarts, the SXViper's purent single-pipe irriple will comes equipped with Yearcha's exclusive, said-clossing electronic, said-clossing electronic power party system that delivers in re-failing power and right-now throttle response at all RPMs.
- B Que of the brickest new components faced on the Saviger's new design prediction Saviger's new design adjustable content of that increases weight remarks or maybe eral fine, pitching to the bengar for problem. With a simple they at the property for problem, with a simple they at the property for problem.
- C The Stringer also gains a teather weight, R1-spec digital spacedameter/adometer, complete with a twist, espan-accurate stepping moder for the task amount-functional LET-Allementers, their spaced, duck informations, their spaced, such interest wavening and matter temperature.
- O Bevolutionary here structure: The SXViper features as all-agy 700cc single-sine triple purrarylest sits nesticed inside the most cutiling-single big-house classes in the tensional property for the all lightweight, super-rigid, administration System (peans, specially designed, Preaction rear asspension with an adjustable control red, and an aggressive, lightweight track, All of which means that this megal-acounting and rud scorches that the trial with flat, reconsider conversing where picture.





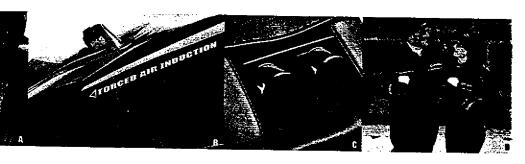








# PERFORMANCE ART.

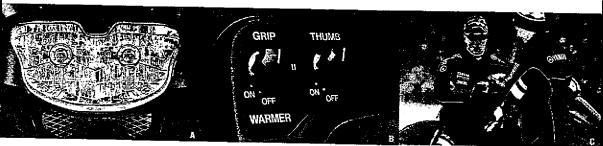


Oh, don't let that sizzling red finish fool you. This machine is every bit as fierce as its Team Yamaha blue-coated sibling. In fact, the only difference between the two happens to be simply a matter of convenience. Whereas both

- A There's no mistaking the Hi blackline running through the Extinger's sized, very bodymark, from its magneting, cat-opt beautights to a scrapter smoot that sets a new standard in commobile permynamics.
- 8 Fest, faster, testest: Forces are induslian is jest mother and to the EXViper's high-performance politypes. Restailly, asspecial increases, the contestion process is frece-field cost air, functively both paying adopt and they not har seasoner.
- C Rood thing the SIX/sper's rary new triffight set-up is so easy on the cyts, hecause this is the sight your hubbles are point to be seeing a lot of this winter as they manuscressibly attempt to keep pace.
- D Keep the wind and weather at key with the all-new Gave-lex\* jacket, available with a special-edition SXVigor large 22 the lack.

SXViper models feature a new-design low-friction recoil starting system, the beauty you see here — the all-new SXViper ER — also comes equipped with electric start and reverse to add a dash more versatility to your mogul-pounding fun. Otherwise, all the same state-of-the-art goodies abound, starting right under that ever-so-sexy bodywork. Like arguably the industry's mightiest-ever 700cc single-pipe engine, with industry-leading self-cleaning, electronic power exhaust valves, industry-exclusive forced air induction, 300-watt digital CDI ignition and an all-new, aggressive clutch weight design that boosts already lightning-quick acceleration. And then, of course, there's the revolutionary, ultra-lightweight ProAction System chassis. Specially designed, long-travel suspension with an aggressive, lightweight track. An all-new forged aluminum steering arm, Lightweight plastic skis. And the sleekest, sexiest bodywork ever to grace a snowmobile. The all-new SXViper ER with electric start and reverse. Proof that this beast's beauty is far more than skin deep.

REPEAT (575% 565)



In the middleweight mogul-munching ranks, we'd like to present the SX 600F, returning for another season of riding roughshod over the big, the bad and the ugly. With its potent, 600cc single-pipe triple-cylinder powerplant

Star bright: This year the EX SOO' gets firmed up with one of the industry's an allenem SEX-spec trai pringen-

- hand-warming system just gat better with the addition of new-tor-2002 inispendent ebenstal thanh and grip leaserature controls.
- C Bress for serious big-bong action to "his and her" Factory Racing Green jucicis, is blut or black, with special Yamaha prophics and dy-set featrs. Matching biles also avoilable.

putting out a smoother, broader powerband than competitive single-pipe twins, the  $SX\ 600^{R}$  comes to the party poised to join its SXViper stablemates at the All-You-Can-Eat Big Bump Buffet. Now house all that mogul-pounding power inside the peerless ProAction System' chassis, featuring over twice the torsional rigidity of competitive designs, which minimizes flexing to deliver pitch-free handling all day long. Meantime, specially designed long-travel suspension takes care of the rest. smoothing out the big hits while serving up super-light, responsive steering. And better still, for 2002 the SX600R gets an SRX-style dual headlight fired by an all-new, high-output magneto system, as well as separate temperature controls for its industry-leading thumb and grip warmers.

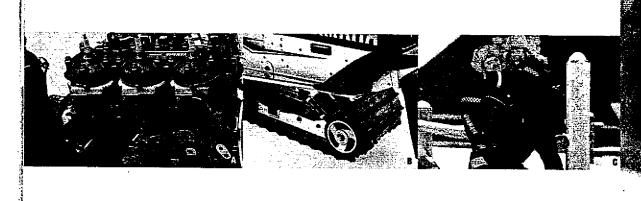








78 M. M. DALLES SEST OF WINTER.



There's a reason this category's called Trail Performance. It's for snowmobilers who like to ride fast and hard for hundreds of miles a day — and love every minute of it. And while your need for a hard-core

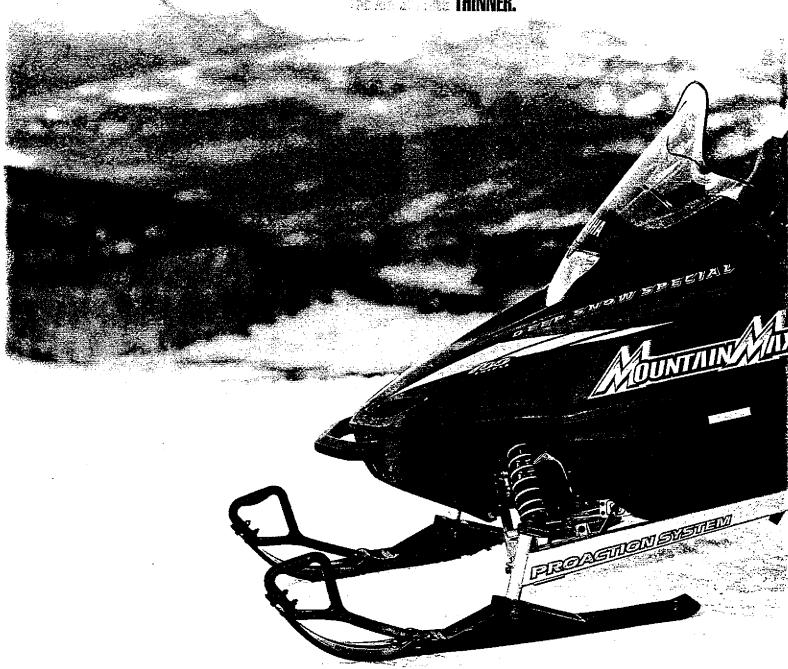
- A Singto-pipe tripic treat: Liquid-leanted, fait-slide cards. 300-mint digital liquidus. Ligitar velopit has meet competitive prise. And somoth, brondapard power mither tests feeding last exameny that leaves other trail performance sheds in the dest. Some dest, that is.
- B It is the sheet: The Vinex ERs yet to all-new Predeter track this seems, delivering even greater traction to home this traid curver's edge to scalest-line point.
- C Corre he train all day long in our musty Classicar justical, complete with removable publical, reflective primay and remay postects.

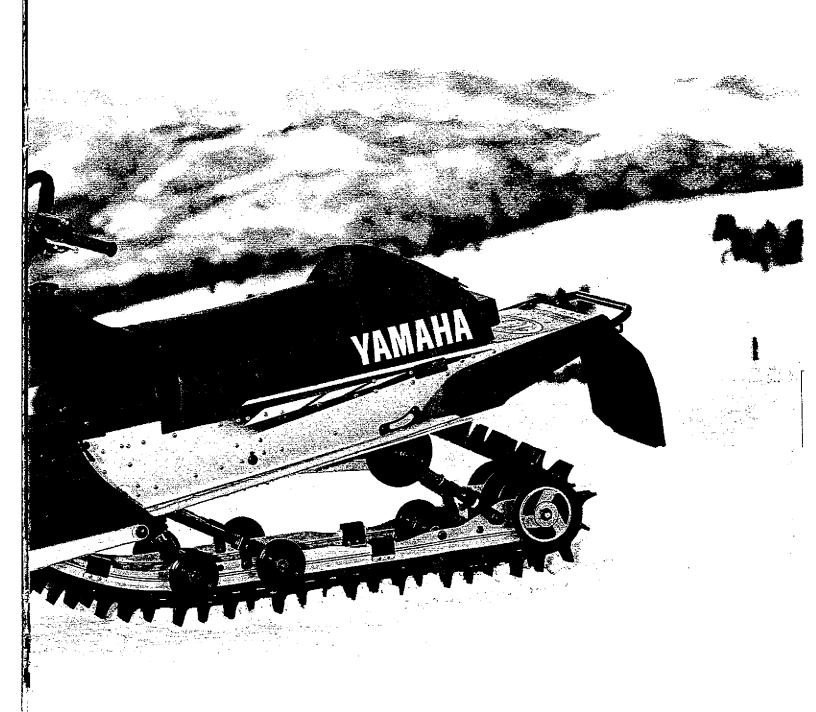
performer is a given, there are those among you who've also come to appreciate the convenience of such niceties as electric start and reverse. The very features, in fact, installed as standard equipment on the award-winning Vmax® ER. Power comes from your choice of liquid-cooled, 700cc or 600cc single-pipe triples delivering superb fuel economy and broader, smoother powerbands than the competition. And the lightweight ProAction System-chassis platform — featuring an industry-leading, long-travel ProAction Plusrear suspension, lightweight plastic skis, exclusive Easy-Adjust suspension settings and an all-new track — does the rest, serving up a ride as renowned for its razor-sharp and predictable handling as it is for ultra-plush comfort. Finally, top off this incomparable package with a wind-cheating windshield, excellent rearview mirrors and the best hand-warming system in the business, and you'll quickly see why the Vmax ER is more affectionately known as the fully loaded, first-class ticket of the Trail Performance class.





AHH . YEE GET ELECT FOR THINKER.





You're a mountain rider. Period, You live for high marks, side-hilling, boondocking, you name it. And what you look for in a mountain sled is the perfect combination of solid

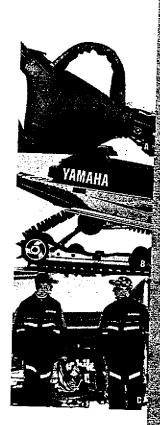
A Maillann rider mayraman pad leverage is what superior size althou and bit-claiming parterments is all short. Which is why the Mountain Max cames equipped with high, which handlature and a mountain strop positioned right where you aced it maxi.

B Suspension performance in the statter busps that often performed the base of a ball often sections who pace home with the high start, which is why made as who pace home with the high start states with the industry's best mountain and there provides a state of the state of the

C Set the high technian more in the cool Core jacket, tecturing a (technic "action back," zip-out liner and reducer Yanzaka lagos.

power. light weight and supple suspension action that will take you anywhere there's fresh powder or a steep slope to conquer. What you look for is the award-winning\* Mountain Max 700 or 600. Powered by Yamaha's renowned. liquid-cooled, single-pipe triples boasting broader, more usable powerbands and crisper throttle response than any competitive twin on the market. And outlitted with features like our ProAction Mountain rear suspension, 141" x 2" Deep Snow Special track (improved for even greater durability in 2002), lightweight plastic skis, mountain handlebar strap, anti-slip sideralls and tapered tunnel. All of which add up to a class-leading package delivering incredible deep-snow flotation, weight transfer and rider control that separates the Kings of the  $Hill \ from \ the \ also-rans.$  The Mountain Max 700 and 600. Because a mountain sled needs to be as good getting you to the slope as it is up it.

\*"Best of Class" Showmobile 1/01









Whether it's snowmobiles. ATVs, motorcycles, outboard motors, watercraft or generators, one fact remains the same; Yamaha continues to be the leader in offering the world's most advanced technology. At Yamaha, we've been building the industry's finest-engineered snowmobiles for nearly 35 years. And now, over a million sleds later, we're still striving to bring you the most innovative and best-performing machines in the world. Because we know there's only one place Yamaha owners want to be. Out front, leading the pack. Which is why we design our sleds with revolutionary and industry-leading features like electronically controlled, self-cleaning exhaust power valves. Standard-setting ProAction System\* chassis technology that rewrote the book on torsional rigidity. And a host of premium components that include the best hydraulic brake system, headlights and handwarmers in the business. The list goes on. And so will Yamaha's quest to continue refining and perfecting our entire line-up of motorsports machinery. History has a way of repeating itself. Especially when we're the ones making it. Want more information on our award-winning family of snowmobiles. ATVs, motorcycles, outboard motors, watercraft and generators? Then visit our website today at www.yamaha-motor.com.

After with cuming sizes of their or greater are recommended for use only by those age 15 and older













### FIRST-CLASS

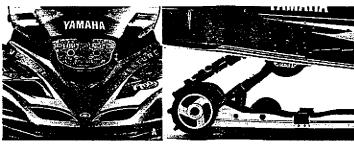
What's the only thing better than grabbing your special friend and riding off into the freshly groomed sunrise? Doing it aboard the award-winning\* Venture, that's what. Long recognized as the

A Light on the trail: With its SEX-spec deal localityte, first by a 300 unit, 18 pair magnete, the Verture 700 throws see of snowmabiling's brightest and widest because for visibility. Better perus still, its 600 sibling gets the same lighting appraise ter 2002

Go abend, pamper yourself. Whit its ines, 198" track Brick-Atjust demping satiogs and 11.5" of bravel, complemented by a plant dual meat and Easy-Adjust backrest, is it any surprise the Venters Arers perhaps die most bazarious ride

C Buch on page serious style unints for the entire family is our his and hers Tracture jackets and Boxic Elements

industry standard for luxury two-up touring, the liquid-cooled Venture 700 and 600 triples power you along with smooth, broadband punch and class-leading fuel economy to boot. Down below, an all-new 136" track wraps around the Easy-Adjust-equipped, long-travel ProAction Plus' rear suspension, delivering superb traction and incomparably plush ride quality. And, of course, when you fly first-class, you need all the top-shelf amenities that come with a ticket this exclusive. Like electric start, reverse, dual mirrors, tall, weather-cheating windshields, heated grips for you and your co-pilot, and our specially designed Easy-Adjust backrest. Feel like being pampered this winter? Then book your passage on a Venture, and see how truly luxurious two-up touring can be. ""Best of Class" Snowmobile 1/01











- A Continuent and vertaclify as have in base in a policy steel, which is why see yet instance a two-speed transmissions and hearing easy in shift reverse poor for backing late or and at any classics.
- B Armed with a startly cargo rack and land and a recony polarizate startly; comparations, the YK S44 III is ready and welling the exercising from long-number to be feeded.

Unfortunately for some, winter isn't all fun and games. Work needs getting done and to that end we offer the invincible VK 540 III. Equipped with a huge 156"x 20' track, the VK puts down a monstrous footprint ideal for hauling loads, working in deep snow or even pulling a friend out of trouble. And with its hi/lo/reverse transmission tapping into a potent, 535cc fan-cooled twin, it's easy to see why this versatile workhorse is the preferred utility sled for ski resorts, ranchers, loggers and other winter workers across North America.

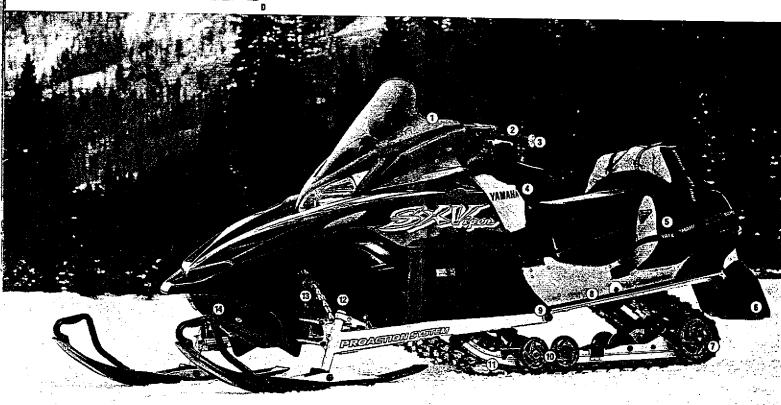




### GENUINE YAMAHA ACCESSORIES

- A Maturelly, year's small in his special is your harly leasing and not, we apply your assumphile with now hill like of specials, premium posity Yumahibe intrinsia, channers and core products.
- B. In all your high perfectance wavefalls with one of Yamalin's sucheits: San-Farce's latents, which feature dust-press/sand-lagging latentaides, beyond deflecter, and pary release section.
- C Minister year'es all provis act ar just a till, dressing as for a risk ten acreer sees as much fast. Bats, juckets, lake, giartes, lauts, yea name it, and Yannaha's nonroutable collecttion will have it.
- D If you're since for the day or simply tradering your pride and joy, soundful it wasy from the north channels with one of Yamaba's contactly, Carlant' potrester covers.

When you slide aboard a Yamaha snowmobile, you've embarked upon a journey like no other in the industry. You ride an extraordinary machine, so it's only natural that you'd never settle for simply ordinary add-ons or riding goar. You demand the best, which is why there's only one place you need to look — your nearest Yamaha dealer — for Genuine Yamaha Accessories and Apparel. Need a little inspiration? Then check out the SXViper below. featuring Genuine Yamaha add-ons like 🐧 a handlebar cover with handy bullt-in pouch: 🛭 color-matched grips: 🕙 anodized, machined aluminum handlebar ends: 4.5 deluxe touring tank and saddlebags: 6 colormatched snow flaps: 3 plastic "open" rear axle guide wheels; 3 tractionenhancing sNo-Slips\*: 😉 decorative trailing arm caps: 📵 plastic "open" idler wheels: 🚯 color-matched Hyfax rail sliders: 🕝 spindle column caps: 18 protective, heavy-duty shock covers: and 16 heavy-duty skid plate. The options are virtually endless. And each is created specifically to make you stand out even more from the ordinary snowmobiling crowd. Genuine Yamaha Accessories and Apparel,



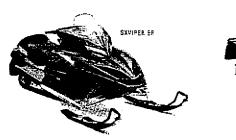
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WINDSHIELD: WINDSCREEN

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MOCRTAIR MOUNTAIN MAX 700

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TRAIL PERFORMANCE









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THELE FIRE POWER VALVE			SAIGLE PIPE	SINGLE PIPE	SNGLL PIPE	SINGLE PAPE	C-101 F DEF				bile is working properly.
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STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARD	STANDARE	на	land, facilities and resources only leads
STANDARS	CRAGNATS .	STANDARD	STAKDARÇ	STANDARD	STANDARD	STANDARG	STANDARD	STANDARD	STANDARO	NA	to trail restrictions and closures.
PROACTION SEX	PROACTION SXV w QUICK-	PROACTION SXV WOLLOK-	PROACTION SX-R	PROACTION PLUS	PROACTION PLUS	PROACTION METS:	PROACTION WITH	PROACTION PLUS	PROACTION PLUS	PROACTION PLUS	ana tropores.
# OLICK-ADJUST	ADJUST and ADJUSTABLE CONTROL ROD	ADJUST MIS ADJUSTABLE CONTROL ROD	w@uick-AbuusT	*/CUICK-ADJUST	wouldx-adjust	wOURDK-ADJUST	# OKECK-ADJUST	₩9UXXAQAST	w0Ulck-40.85T	≪GUIDX-ADJUS?	
(VO, ALUMINOUS H.P. GAS	KYO, ALLIMINUM H.P. GAS	XYB, ALUMINEM H.P. GAS	KYR, ALIMINUM H.F. GAS	HYDRAULIC & GAS CELL	HYDRAULIC W/ GAS CELL	HYDRAULIC W/GAS CELL	HYDPAULIC to GAS CELL	HYDRAUXIC W/GAS CELL	HYDRAUGIC # GAS CELL	HYDA, W'EASTELLHIR GAS	YES
:	11.5	11.5	11.5	11.5	115	11.5	11.5	11.5	11.5	71.5	
			3-1-1-1			1 - 1 - 1 T					With Yamaha Extended Service (YES), you get
522	489	518	489	50E	505	515	51:	566	565	642	service protection for up
1987	109.4	1094	108.7	105.4	109.4	117.7	117.7	1177	117.7	122.4	10 lour years from the
45.1	47.2	47.2	4:2	47.2	47.2	43.5	41	472	472	443	time you buy your new Yamaha snowmobile.
42.7	48.4	48,4	48.4	48.4	184	47.5	47.2	24	524	53.7	With YES, you can
15 × 121 x 0.92	15 x 121 x 0.92	15 x 121 x 0.92	15 = 121 x C-92	15 x 121 x 1.0	15 x 121 x 1.0	15 X 141 x 20	15 x 141 > 2.0	15 x 136 x 1.0	15 x 136 ± 1.0	20 x 156 x 1.0	count on factory-trained service fechnicians at
13.9	42.9	621	42.1	<b>42.1</b>	42.1	38.5	38.6	42.1	Q:	37.2	Yamaha dealerships
	12	12	12	12	12	12	12	j :2	12	12	near and far, wherever
2.5	3.2	3.2	32	32	3.2	32	32	32	12	26	Yamaba owners need answers, parts, acces-
		1		A 10 10 10 10 10 10 10 10 10 10 10 10 10					#######		saries or service. Ask
V.1	OPTIONAL	STANDARD	OPTIONAL.	STANDARD	STANDARD	OPTIONAL	OPTIONAL.	STANDARO	STANDARD	STANDARD	your dealer for all the
N'A	OFTICAL	STANDARO	OPTIONAL.	STANDARD	STAHOARD	OPTIONAL	OFTIONAL.	STANDARD	STANDARS	STANDARD	YES details.
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10W	SEPARATE AND	SEPARATE MID	SEPARATE MIC	SEPARATE	SEPARATE	SEPARATE	SEPARATE	SEPARATE & PASSENGER	SEPARATE & PASSENGER		Yamaha would like to thank the Galfatin and
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